

RAILROADS MAY ASK
GOVERNMENT LOANS

Samuel Rea Hints Financial
Assistance Will Soon Be
Necessary.

HIGHER RATES ASKED

Shippers Believe U. S. Aid
Should Take Place of In-
creased Tariffs.

Special Despatch to The Sun.

WASHINGTON, Nov. 15.—The railroads of the United States have reached a point where Government assistance in their financing schemes may be necessary, as well as acceptable, according to Samuel Rea, president of the Pennsylvania, in answer to inquiries by Commissioners McChord and Anderson of the Interstate Commerce Commission. Mr. Rea today said that if the terms were fair he thought the railroads of the United States should accept an Government loan by the United States Government.

Clifford Thorne, counsel for many important shippers, said that he believed the proper solution for the railroad situation was to have the Government take the money he was offering to the Government. It ought not to affect the proposed 15 per cent. freight increase, while Mr. Thorne believed the plan should be made effective in lieu of the rate increase.

Mr. Rea was at great pains to explain to the Commissioners that the Government is convinced of the need of freight cars, probably 100,000 cars should be built, if the materials could be obtained at the present prices. The prevailing structural steel, steel plates and other components of car building.

But Mr. Rea was most explicit in his explanation to the committee that it was less a question of a shortage of cars than a condition of depleted equipment generally which had created the more serious embarrassment. He said that he expressed the opinion that there was an even graver need for locomotives than for cars. The French and Russian Governments, he said, were taking practically the entire increased output of American locomotives, despite the speed-up in production. He called attention to the fact that although the Pennsylvania Railroad had orders for 100 locomotives these could not be obtained for at least a year. The contracts, he said, were for delivery in the latter part of 1918.

Aid Needed for Weaker Lines.

Mr. Rea expressed little fear that the Pennsylvania and other great and standard lines of the United States would be able to obtain the materials they needed for the weaker lines that he thought Government aid might be necessary.

It was apparent from Mr. Rea's statement of his answers to questions of the Commissioners and others who interrogated him that the suggestion of Government aid in a financial way had been a serious matter to him. He said that the suggestion of Government aid in a financial way had been a serious matter to him. He said that the suggestion of Government aid in a financial way had been a serious matter to him.

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RAILROADS WON'T HAUL
500 COMMODITIES

War Board Recommends to the
Government a Ban on
Non-Essentials.

ROADS WON'T HAUL
500 COMMODITIES

Washington, Nov. 15.—Denial of rail transportation to more than 500 commodities classified as non-essential was recommended to the Government today by the Railroad War Board. At the same time the board put out a statement declaring the country's railroads at the present rate of increase in traffic will be unable to meet the demands that will be made on them this winter.

Special Despatch to The Sun.

The commodities included in the recommendation were not made public. "Both the public and the management of the railroads must courageously face the fact," said the statement, written by Fairfax Harrison, chairman of the board, "that under the trying conditions which will develop this winter it probably will be impossible for the carriers to handle all the traffic, which the public can offer."

The course of developments is forcing those responsible for the railroads' operation to believe that probably they will become unable to provide transportation for all the classes of commodities which they have been moving. The board's action is based on the fact that the railroads are unable to distinguish in rail transportation between things that are essential and those that are not.

The commodities classified as non-essential are those which are not necessary to the war effort. The board's action is based on the fact that the railroads are unable to distinguish in rail transportation between things that are essential and those that are not.

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RAILROAD SEEKING
PUBLIC COOPERATION

Hale Holden, Member of War
Board, Tells of Work Al-
ready Done by Roads.

MORE REVENUE NEEDED

Shows Need of Maintaining
and Increasing Freight
Carrying Facilities.

Special Despatch to The Sun.

"Business as usual" delays the "business of war," was the message which Hale Holden, president of the C. & E. Railroad, brought from the Railroad War Board to the National Traffic Inter-Board last night at the Waldorf-Astoria.

Mr. Holden is a member of the railroad division of the Council of National Defense, and his appearance at the banquet of the convention of traffic managers for commercial associations and enterprises was for the purpose of explaining in words of one syllable just what the railroad is doing for the war effort, and what it needs to do to keep up its share of the public good.

The first action of the railroad was the business of winning the war, said Mr. Holden at the outset. "Every plan or action must be measured by the standard of whether it will help to win the war," he said. "The business of the railroad is to win the war."

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'DIN' BROADWAY
IS HARD TO LOCATE

Continued from First Page.

drill for the greater honor and glory of chewing gum, and the kitten in a wink had begun to tangle itself all up in its yarn, and the small boy began to suggest that it was time to retire with tires, and the diver over on Forty-second street near Sixth avenue seemed to drop in a flash of light from the rooftop into a sea of Turkish bath green bulbs, and the fire flew over the rustless corset, and each make of automobile yelled that it was better than all other makes and Broadway was itself again.

Special Despatch to The Sun.

Where Half Hours Are Lost. According to the new rule, which got its first tryout last night, electric lights advertising the name of a theatre were put on Broadway at the sign was attached to the particular theatre advertised, could be burned from the setting of darkness until the theatre opened, and the theatre manager had to be in the theatre to see that the sign was not burned out.

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If you were
a Cowpuncher

doing your twelve
hours in the saddle daily
—constipation and yourself
would be strangers. Most of
us, however, need the elimina-
tor laxative like

PLUTO

America's Physic

An unequalled laxative,
and a genuine curative
agent for stomach, kid-
ney and liver troubles,
constipation and nervous
disorders. Look for the
Pluto devil on the
bottle. Sold at your drug-
gist.

Your Physician
Prescribes It

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FOOD CONTROL MEN
HERE MAY RESIGN

National, State and City Of-
ficials Try to Patch Up
Their Differences.

Food Administration officials in New York were kept busy yesterday trying to patch up the triangle of city, State and national supervision so that the three sides may remain in touch. Cheering announcements of cooperation, coordination and teamwork were handed out at the close of several star chamber conferences, but rumors of friction which may lead to resignations persisted. Unless a night's sleep calms the minds of some of the officials, several vacancies may be announced before the week ends.

Special Despatch to The Sun.

The main conference of the day was held at the offices of John Mitchell, State Food Administrator. F. C. Walcott, representing Herbert C. Hoover, national administrator, met the members of the State commission and Dr. Henry Moskowitz, city Commissioner of Health. At about the same hour Arthur Williams, Federal administrator for the city, was in conference with John J. Dillon, State Commissioner of Food and Markets.

After the meeting in Mr. Mitchell's office it was announced that a definite plan of cooperation between the State and city food control agencies had been agreed upon. The plan provided for initial jurisdiction over the management and operation of present markets, the buying and selling of fuel and food within the city, the operation of community kitchens within the city, and control of all plans which may arise for community feeding. All work in food conservation done by city departments is to be reported to the State commission through the office of Dr. Moskowitz.

Statement by Food Controller. As a result of the meeting of Mr. Williams and Mr. Dillon the following statement was given out by Mr. Williams' office:

"We have had a most satisfactory interview with Mr. Dillon and found him interesting and helpful. He explained the attitude of the farmer and we believe it to be a conservative one. It is our opinion that Mr. Williams and Mr. Dillon will get along splendidly. Mr. Williams understands Mr. Dillon's point of view and Mr. Dillon has been assured that his assistance will always be cordially received."

Mr. Williams in an interview said he was ready to resign his post if such action would result in greater coordination between the various food control officials. He said: "I hope the period of conferences, which has been rather extended, is drawing to an end and the time for constructive activity will soon be here. We hope to bring about definite accomplishments in price regulations and in providing foods for the markets. Definite improvements in conditions have already been accomplished. Through the efforts of Mr. Hoover four is now selling at \$11.20 a barrel. It was \$17 a barrel a short time ago. In war times one would not be surprised if flour were selling at \$30 a barrel."

Doesn't Want to "Use a Club." "I do not want to use force or a club in dealing with the retailers who sell at advanced prices and who do not come under the law fixing prices for flour. There are two ways to get at this class of merchant. One is to give him notice for publication, a step that would ruin him